

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 1

February 2008



Winner of Best MG and Best All-Rounder Trophies for 2007,
Malcolm Spiden, in action at Mt Cotton.
(Photo by Wayne Reed of Osella Photographics)

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President's Report

January has passed us by in what seems just a blink of the eye and the 2008 programme is already well underway. The very welcome wet weather has seen grass growing at Mount Cotton at an incredible rate, and in places where it's never been before! Great news, but the downside is that extra time is now taken to keep this under control. Rain has also slowed progress slightly on our tyre wall but that, too, has meant that each layer of road base with which the tyres are filled has compacted into a very strong and durable mass, thus enhancing the strength of the wall.

With the first round of this year's Tighe Cams Series scheduled for 9th March, we are still confident that Australia's best Speed Hill Climb venue will be at its best.

Of course, Mount Cotton, while a very important string to our club's bow, is not the only asset we have. Rocklea Clubrooms continue to improve and our major asset, our membership, looks set for another record year. Last year saw well over 700 on our membership roll, with particularly strong growth from our Wide Bay and Darling Downs Chapters, as well as increasing membership and interest in our Pre-War enthusiasts.

With so many diverse interests within MGCC, it would be easy to forget that we all belong to the one club, that we all have a part to play in its overall success, and that no group or section could or should, in practical terms, exist as a single entity. Our diversity is our strength. One only has to look at numerous other car clubs whose interest is focussed on singular aspects of their sport or marque to confirm the wisdom of those who allowed and encouraged our club to be as diverse in its interests as it is today.

This year will see us face many challenges and pursue numerous opportunities. Your committee already has responded to challenges to the operation of Mount Cotton, and the restructured Confederation of Australian Motor Sport has at this point, it seems, failed to live up to the advantages to clubs that was promised. As we are arguably the biggest and most active CAMS affiliated club in Queensland, it is very much our responsibility to keep our governing body aware of the adverse effect

that some decisions have on us, and club motor sport in general.

Noise issues continue to be a priority at Mount Cotton Hillclimb, and we have to be vigilant in our efforts that all competitors comply with the CAMS standards. Concurrently, our landscaping programme must continue so that this will also contribute to the reduction of noise emissions from our venue.

Our programme for this year includes more point-scoring motorhans in order to give a more balanced aspect to some of our perpetual trophies and, of course, to provide a very valuable driver training medium. A special evening for "New" members is planned, so that members who have recently joined, plan to join, or just haven't yet been able to attend any events or club nights can come along to find out more about our club, its people and its events. Mount Cotton, I hope, will be the venue for another charity picnic day, this time for Vision Impaired people to enjoy a day out and the experience of being driven around the circuit.

Our Annual Dinner and Presentation of Trophies was a very enjoyable evening for all those who attended. Congratulations to the trophy winners, thanks to all those who competed, and a very sincere "well done" to Kerry and Elaine for their hard work which ensured that the Robertson Gardens venue was suitably decorated and presented.

Easter, and the Tamworth National meeting, is just around the corner. All the best of luck to all those attending and competing, especially those who are attending a National Meeting for the first time.

Let's all approach 2008 with an optimistic attitude, enthusiasm and the will to help make this year a huge success for MG Car Club of Queensland. Let's hope that the year brings the re-birth of the MG Marque, the strengthening of this club, and a spirit of cooperation between all of our members, regardless of what group or chapter to which they belong.



David Miles
(President)



Some words from Elaine...

This issue is slightly different from the 'normal' as it is being put together during what appears to be the 'quiet season' for the Club. In reality, there is a lot of work going on in the background with Carly Mattea and Peter Rayment being kept busy with renewals of memberships and Event secretaries getting Supp Regs prepared for the events on the calendar for early 2008.

With few events to report on, it is a chance to catch up on some of the more general articles including the next chapter in Ken Ebeling's story. We also have a couple of book reviews, one of these a very complimentary one of the hillclimb book reproduced with permission of Australian Classic Car magazine.

Malcolm Spiden has taken on the task of researching early club history and has produced a well-researched history of the first two years of the Club with an incredibly interesting introduction to that on the beginnings of motor sport in Queensland. It is a 'must read'. He refers in it to a gymkhana held at Mt Gravatt showgrounds in 1955. Those of you who keep your Octagons filed away will find, in the April 2006 issue, photos of this event supplied by John Muller.

Talking of Malcolm Spiden, he features on the cover of this issue because he took out two major trophies for 2007, those for Best MG and the major one, the Howard Trophy for Best All-Rounder. It's a shame his car wasn't a colour other than blue as we have now had two blue MGs at the hillclimb on the covers of our two most recent editions; however, in each case, they more than justify that prominence. Maybe next year, a photographer will get out to an event where Malcolm has the red roadster in use. Malcolm is a very deserving winner of these trophies having competed in Night Navigation runs, hillclimbs, motorkhanas and Interclub Challenge events. Fittingly, as from 2008,

Malcolm has taken on the role of Club Captain for Competition. You will find his very self-deprecating self-profile in this issue.

Included in this Octagon are the results of, and photos from, the Tighe Cams Series and also a listing of winners of all the Club trophies as well as the results of the winners of our Club trophies. You will find photos of the winners in action (other than our Night run winners) and also photos from the dinner and presentation of trophies function. The rules for the trophies are available on the News page website so that you can set your goals on which one you want to win in 2008! You will notice from the calendar that more motorkhanas are available this year thus giving more opportunities for people to fulfil the eligibility requirements for some trophies.

The year really gets underway with a rush before the next issue with the presentation of trophies, a day run, two midweek runs, State Championship race meeting, Tighe Cams Rd 1 and, of course, the National Meeting all coming up in the next couple of months. It is has been pleasing to have a variety of people reporting on events during 2007; it would be good if this continued for 2008.

Closing date for material for the next issue is March 31st. If you haven't as yet renewed your membership, this, sadly, will be last Octagon that you will receive. Please also remember your obligation to keep club membership current if you have a car on concessional registration.

Notice Board

The Clubrooms are open every Friday night with a gourmet BBQ starting at 6.30 pm with prices starting as low as \$2. Please note that the Library will no longer be open on Friday mornings but the Clubrooms will now open at 5 pm on Fridays with the BBQ still starting at 6.30pm.

Friday 22nd February	Official opening of kitchen improvements at the Clubrooms
Saturday 23rd February	Bus trip to Outback Spectacular. Pre-payment required. Watch the website for more details or contact Gary Lawrence 3344 0977 or Pat Walker 3300 2914.
Wednesday 27th February	Midweek run - Contact David Miles 3892 2699
Friday 29th February	General meeting at the Clubrooms along with Noggin 'n' Natter, Tappet cover racing Practice and costume working bee for National Meeting
Sat/Sun 1st and 2nd March	State Championship Race meeting at Morgan Park run by the MGCCQ. Come along to assist or to spectate.
Saturday 8th March	Working bee for hillclimb on 9th March
Sunday 9th March	Hillclimb Tighe Cams Series Rd 1
Fri-Mon 21-24 March	National Meeting at Tamworth
Wednesday 26th March	Midweek run. Contact David Miles 3892 2699.
Friday 4th April	New members' night at the Clubrooms
Sunday 13th April	Day run. Contact Ron Clydesdale 3263 6575

Motorkhana dates have now been included in the calendar. For more information contact Keith Butcher of the Holden Sporting Car Club at butchy_hscq@tpg.com.au

For a full listing of events, see the calendar in the centre of the magazine. Please note that this early in the development of the calendar, some dates could change.



Membership

Welcome to the following new members! May they have a long and happy association with the Club.

Scott Anable
Jeffrey Bird
Charles Dickens
John Hinton
Andrew Marriott
Rose Preston
Craig Stephenson
Gerald White
Jae Collins
Noel Cumner

Philip Atley
Craig Carlson
Gerry Gledhill
Thomas Lane
David Mills
Brian Reynolds
Michael Toppin
Gerry Robinson
Robert Boagey
Mike Anderson

Graham Begg
Stuart Clark
Daniel Groves
Frank Liu
Barry Moule
Chris Robertson
Vic Vakranoff
David Phillips
Michael Read

Steven Begg
Tina Coyne
Clinton Harry
Gene Lucas
Phuc Ngo
Ross Rundle
Peter Vandermeer
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Bits & Pieces

A question sometimes asked by members new to the Club is 'Why does the Club organize State Championship race meetings?' You will find the answer in Ken Ebeling's personal motorsport history where he methodically lists events in which he participated or attended. One such event was a race meeting held at Strathpine on 8th October 1955 promoted by the MGCCQ! Ken has a newspaper clipping for the event which announced that the MGCC would be 'promoting their first Strathpine motor race'.

As the MGCC had been formed only the previous year (1954), it is obvious that the promotion of motorsport for all-comers has been a part of the Club's tradition right from its inception. As the years passed and permanent circuits like Lakeside, Surfers Paradise and then QR were built, a tradition developed of the Club promoting two race meetings per year, one at each of the two circuits in use at the time. These were generally the first and last race meetings of the year. In much more recent times due to the loss of the permanent circuits, this tradition has been modified to the Club promoting just one race meeting per year at Morgan Park at Warwick.

Philip Youel has just (nearly) finished a total restoration of his 1967 MGB purchased through the Club website. The restoration was able to be completed thanks to fellow club members Bob Mortimer and Kevin Charlton who helped with the project and with getting the car back on the road. Barry Evans of MG Automotive also helped with parts and advice and Concourse Spares in Victoria also provided certain parts. Both MG Automotive and Concourse Spares are Octagon advertisers.



Word is that hard-worker for the hillclimb, Russell Black, has become the proud owner of a 1966 MGB.

Have you noticed that Alan McConnell's business, Select Car Sales (www.selectcarsales.com.au) has taken a change of direction recently? Alan is now focusing on the Car Finder or brokering aspect of the business and recently has been helpful in finding some good buys for some Club members.

Mark Buchanan of Leaded Magazine now has the DVD of the Australian Hillclimb Championships available for sale. They may be purchased through the Leaded website (www.leadedmagazine.com.au), from the Clubrooms or the hillclimb. Cost is \$19.95. An order form is also available on our website.

Good to see Chris McMahon being featured in a local newspaper promoting the Club and hillclimb. Thanks, Chris.

The Jerilderie Tennis Club is conducting a raffle with a prize of a fully restored MG TC Roadster. Tickets are \$20 each. To purchase tickets, contact David Kennett - email genstocksw@bigpond.com; phone 0429 861 772. The raffle will be drawn on 8th Nov.

Errol Hoger is investigating the idea of having a darts night at the Club Rooms. Initially if there is enough interest, a regular Darts Night can be established. If successful, teams can be arranged and a MG Competition organised. Members who are interested in the idea should email Errol at ehoger@bigpond.net.au



Bits & Pieces



Brian Woodhams handing over a copy of the 'History of the Hill' to John Day (Chairman) and Richard Jones (General Manager) at Kimber House



Yet another car has been added to Ted Peel's stable. This one is a 1953 TD, white, red, tan hood. Wonder when we'll see it at the hillclimb.



Here are two cars seen recently at the hillclimb for the first time. Peter Kerr didn't get much track time at the AHC but was captured in action in the V8 TC.



When the Provises moved to Brisbane they said they wanted to become more involved in Club activities. Charlie threw the GT V8 into action at the December hillclimb.



You don't need to come to the Library to find out what is on the shelves. Check the Library lists before you come. They are available on the News pages of the website; you can search by title, author, subject or shelf location.

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Bits & Pieces

Amazingly some people manage to remember us even when they are on the other side of the world enjoying themselves on holiday. Thanks for thinking of us!



Gary and Kim Deane were in Key West in Florida when they happened on this MG by the side of the road.



By contrast, Roy Davis and family went to Beaulieu Museum in the New Forest in England and sent us this photograph.

FOR SALE

MGTC grille surround. Came from a repro manufacturer. An original surround which was their master buck. Also includes a steel copy almost finished. **\$350** the lot.

Contact Peter 0407 62 4449

Magnette ZA Early metal dash. Fairly tidy, but a restoration project including painting. Some rust, stored under cover for its life. Two owners only. Low mileage.

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Phone David 07 3848 0221 a/h or 0417 731 455

MGY Sedan Project car. Complete car to the best of my knowledge. Good condition. Stored under cover. **\$2200**

Phone David 07 3848 0221 or 0417 731 455

Honda City wrecking, some panel parts and interior trim, glass, dashboard, exterior trim, wheels, bumpers, grille available.

Contact David 07 3848 0221 or 0417 731 455.

CD of Brier Thomas's photos of Lowood race meetings from 1957 - 1966 for **\$20** (plus \$5 p & p is needed). Over 3500 full-screen images with file names presented as 8 slide shows. Individual files available for purchase at **\$8 each**; details on the CD. The photo shows Club member Lionel Ayers in the pits with his TC.

Contact Elaine Hamilton at vprojects@uq.net.au or phone 3893 2438.

Kay Hawley has donated a trophy to encourage more women to compete at the hillclimb. Details are still to be finalized but, In the meantime, ladies should get out there and compete.

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- (i) Twin 1½" SU Carbies - Ph 0408 700 350.
- (ii) A handful of nuts for Rostyle wheels.
Ph Vern Hamilton (3893 2438)

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Ph/Fax No: 07 4661 2384

Mobile: 0413 511 470

Email: sales@thehouseofmg.com.au



Interclub Challenge

Final round of the Sherrin Motorsport Challenge for 2007 was the Parklands Khanacross organized by the Gold Coast Tweed Motor Sporting Club. After some rain during the week the surfaces of gravel, dirt and bitumen were quite smooth. Six different courses were used during the day with one attempt at each

After the Autocross event, the WRXQ team was ahead (54 points) from HSCCQ (53), MGCCQ (50) and IWMAC (42) thus as long as we entered a team we would secure 3rd placing for the teams challenge for 2007. Our team comprised Tony Jones (Nissan 180 SX), Ian Fettes (BMW Z4), Brian Krieger (Hillman Hunter) and Malcolm Spiden (MGB GT).

Results are Malcolm 9th in class, Brian 10th in class, Tony 4th in class, Ian 1st in class. MGCCQ came third on the day and finished the competition 3rd overall on 58 points behind WRX Club (64) and Holden Sporting Car Club (59). The full point score can be found on www.icq.org.au.

Paul Bond and Troy Adams of IWMAC took out the top places in individual points with Ian Fettes and Malcolm Spiden flying the MGCCQ flag in third and fourth places respectively.

A thank you to all who had competed in the various teams over the different events for the challenge for 2007.

Peter Andrews
Jenny Cox
Pauline Graham
Tony Jones
Carly Mattea
Danny Mischok
Peter Rayment
Brad Stratton

Cathy Bartley
Des Edwards
Vern Hamilton
Brian Krieger
Richard Mattea
Bill Norman
Selena Rayment
John Walker

Will Charlton
Ian Fettes
David Homer
Peta Lapworth
Alan McConnell
Graeme Pearce
Ken Simmons
David West

Doug Cox
Ken Graham
Kerry Horgan
Rodney Lapworth
Chris McMahon
Brant Rayment
Malcolm Spiden

The Interclub Challenge offers club level competition over a range of (usually) seven different events. There are two point scores, one for the nominated clubs, the second for individual competitors. To calculate the individual place in each event there is a combination of outright position plus their place in their respective class (classes according to the supplementary regulations for each event). Points for both outright and class are from 70 to 1 so the outright winner of an event will receive 140 points. Each club can enter a maximum of two team (each team can have up to 5 competitors, the top 4 performances will only be counted towards the team's total) with the better placed team of each club counted to the club competition. Points are given from 10 down to 1 from each event and like the individual competition are totaled for the year.

Programme for 2008 announced to date:

Motorkhana (HSCCQ) - 11 May

Night Touring Assembly (Marque) - TBA

Hill Climb (MGCCQ) - TBA

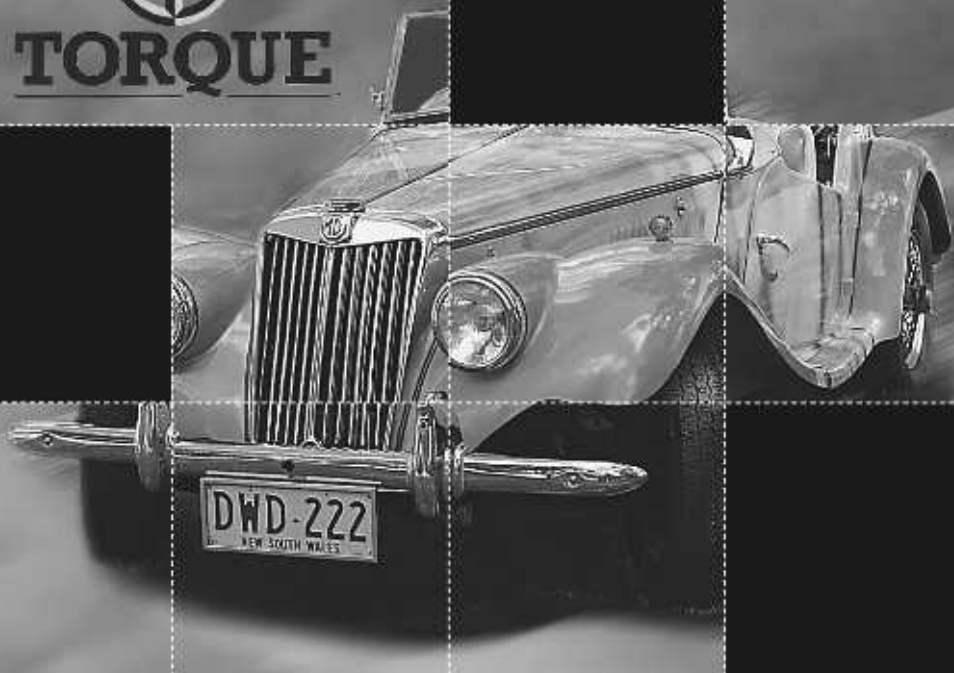
QLD Challenge (Road Touring Event) (BSCC) - 26 July

Sprint (Ironman Weekend MGCCQ) - 2 August

Autocross (IWMAC) - TBA

Khanacross (GCTMC) - TBA

If you would like to be part of this competition, contact Malcolm Spiden.



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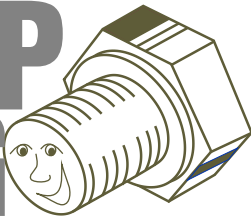
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Lumley



SUMP PLUG



With the holiday season having Sump Plug more at home than about, there's not much oil, good or bad, from Sump Plug for this issue. However, who needs anything more when Sump Plug can report with confidence that the fourteen year repair saga of a certain Cheetah is now over and the car will be seen back on track early this year.



For those who have forgotten what it looks like, here is a photo of it at Mt Cotton in 1991.

(Photo by Brier Thomas)



STOP PRESS: The car was seen on track at Mt Cotton on Feb 10th. (Photo above) Now the challenge is out: when will be DBF make its reappearance?

One driver was heard complaining at the final round of the Tighe Cams series that the brakes on his car, while working OK, just didn't feel quite right. Sump Plug understands that when further investigations were made it was discovered that one brake pad had been inserted the wrong way around!

From Mt Cotton in December --

As Barry Smith crossed the finish line he had to evade a reptile sunning itself on the bitumen. Final report is Ford V8 is OK, Barry is OK and the wild life is OK.

Warwick Hutchinson had entered his RPV J4F (Rotary Powered Vehicle Just 4 Fun) special; however, an electronic problem with the ECU prevented him from competing on the day.

Comparing notes on the wonders of Niki cars engines were Bill Norman and previous competitor and Clerk of Course Andrew Hockley. Bill competed in his Special K sports car in 2006 that had a Niki engine whilst Andy punted his famous Fiat 500 (facetious named the Fiat Trans-Am) in the 1970's.



The Fiat Trans-Am in action. (Photo by Brier Thomas)



Letters to the Editor...

My Reflections on the Australian Hill Climb Championships at Mount Cotton

Once again the course layout served to lessen the differences between very high horsepower cars and the smaller lower powered but more agile cars. Mount Cotton always favoured high cornering speeds and agility against pure straight-line grunt. The winning margin had to be the smallest ever at Mount Cotton.

Those with a technical mind can look closely at the photos on the Club website and see just why the Gould just failed to win. Until the second run at the hairpin the tyres looked distinctly under temperature and this was borne out by the split times. The Gould was by far the fastest car from the hairpin to the finish line every time but lost time on the first split.

Correct tyre temperature = driver confidence = better adhesion and lower times (everything else being equal)

This takes me on to the subject of start line burnouts. These became more spectacular as the event went on. I will stick my neck out and say that there were very few cars that benefited from these other than the few four-wheel drive cars. Most drivers found themselves at the first corner with slightly warm treads on the back wheels and consequently a little more adhesion at the rear and cold tyres and low adhesion on the front, leading to massive understeer in the very first corner and a slow trip up the hill. The real trick is to warm up the tyre carcass before you warm up the tread and you can't do that with a short burnout. Also I understand that tyre warmers are not permitted.

However, Tim Harlock and I gave this a lot of thought and we came up with an idea for doing it but at the moment we aren't saying what. Let's see who comes up with an answer first.

Once again the catch fences and the nuts proved their worth. During the week after the Hillclimb I had a phone call from John Walker who managed to entangle his MGA in the fencing in the second loop. I was rather taken aback to hear him thank me for using the wire catch fencing as he reckoned that with the speed he went off the road at he would have suffered injury if he had hit the usual metal catch fencing. As ultimate proof the car and the driver were able to run again later in the day and the Club and I had another happy customer!

In a similar vein Mark Trenoweth put his Jaguar XJ S into the nuts with no damage other than to his time but the next weekend at Noosa it unfortunately suffered much more damage when it went off.

Lots of people designing Hillclimb cars get quite excited about the aerodynamic effects that are possible but those who watched the QUT Formula SAE car now know just how much mechanical grip is possible at Mount Cotton. The speed of the car around the corners and in particular, the hairpin, was just in a different league to everyone else. I was spectating with John Campbell and Tim Harlock when we first watched it and for a short time we were all speechless.

In addition, Robert Hackwood was pedalling it very, very effectively and using every bit of adhesion that the car had look at the website photos! They also got their tyres up to temperature far quicker than a lot of people.

Those of you who spectated in the area above the pits will know that at the very top of the area it's probably as close as you can get to an old fashioned motor sport experience. The cars are very fast and very close and it's a spectacle on a par with the corner at the end of the straight under the Dunlop Bridge at the old Surfers Paradise circuit where the corner apex was out of view as you entered the corner. Really sorted the men from the boys, as any of us oldies will tell you!

I understand that there are discussions ongoing with CAMS over improving the fencing in this area, which, we all agreed, needed some action but hopefully John Campbell's suggestion of some temporary stands as at Noosa Hillclimb would ensure that more people get the benefit of a fantastic spectator spot.

I must also pass on my congratulations and thanks to all the helpers who looked after the Canteen, which provided the best food and drink I have found at a Motor Sport event in a long time. In addition, the people looking after the car parking could not have been more helpful and friendly not properties that you normally associate with car parks!! The MGCC excelled in its organisation of all aspects of the event.

Jon McCarthy

Letter to the Editor

My award of the 2007 Miles E Hunter Trophy for Centre Achievement came as a complete surprise and I was not ready to make an appropriate reply on the night. What I would have liked to say was:

The perpetual trophies presented at Annual Dinners are recognition not only of the personal achievements of the individual but also of the contribution made by other club members in providing support and competition. This is particularly true in the case of my receipt.

While I have been singled out, I am but one of many other members who put in the time and effort to make functions and events run smoothly. The level of activity by members in this regard speaks well for the health of the club. I would also like to personally thank the President and Committee for their often unappreciated support and hard work in providing us with such a smooth running operation.

Ian Fettes

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PROFILE :

Malcolm Spiden,
Club Captain (Competition)

I joined the club in late 1970 and wanted to run in motorkhanas, all held on grass in this era, to hone

what little driving skill I thought I may had, found I had very little and was very slow. Also thought Night Touring Assemblies could be an enjoyable way of learning the Brisbane area and was soon lost in the wilds of New Farm, Annerley or Kelvin Grove as well as usually being the last one to the finish. Adventurous events took the field to Manly or Kenmore or Ferny Grove. The early 1970's UBD had only 63 map pages of Brisbane unlike today. So, at the time of joining I had little mechanical knowledge and very little driving skill.

On some occasions I helped (or really just accompanied) the service crew when Ann Thomson and Ross Moir were competing on rally events. At the various service points my tasks were to re-fuel the car, clean the windscreen or wipe the mud off Ann's shoes on wet rallies whilst the other more knowledgeable personnel attended to any mechanical issues. I later helped Peter Rayment with his Cooper Ford hill climb special (load/unload the car, re-fuel, or push start), and much later help John Fraser with the Renmax and later Kaditcha sports cars (load/unload, re-fuel, maybe hang a pit board out). They all obviously knew the breadth of my talents.

After some 3 decades I still do not know much about cars and am still a slow driver; sort of nowhere to nowhere, to steal a Kerry Horgan quote.

MG Information

	Name	Home		Name	Home
Pre-War	Dino Mattea	3263 2625	MGB	Graeme Walker	0431 678 319
T-Type	Peter Rayment (Delia)	0407 693 947	MGC	Chris Carswell	3378 4140
MGA	Richard Mattea	3325 0409		Bruce Ibbotson	3366 1889
MGY	Bill Spall	3420 5573	MG V8 RV8	Barry Evans	3425 1695
Magnette Saloon	David Robinson	3255 9037(w)	Midget	Ron Clydesdale	3263 6575
			MGF	John Boyce	3345 2530



Tighe Cams

By Ace Reporter

The final round of the Tighe Cams Hill Climb series for 2007 drew a bumper entry. Threatening skies produced a short downpour during the first runs and then it developed into a pleasant summer day with a dry track. Danny Mischok and Michael Collins were equal leaders, both on 77 points, with Brad Stratton third on 76 points. Four drivers had accumulated 75 points as they had all won their class on each round. These were Des Edwards, Simon Rhodes, Jeff Oldham and Ron Woodbridge. Leading the Top 6 Shoot-out was Warwick Hutchinson on 49 points followed by Michael Collins (35 points), Alan McConnell (31) and Robert Hackwood (30). This day also witnessed three generations from the one family competing at Mt Cotton on the one day with Pat and Desley Collins in their MGBGT, son Michael in his Subaru WRX and grand-son Jae in Michael's Subaru. The day also produced 3 new class records.

The Formula cars were the first group to run this event. With their electrical problem of the engine switching off in corners now eliminated (the Tilt switch on the Suzuki engine) Simon and Chris Lake were able to complete the first run with Simon (48.23 s) ahead of Chris (59.92 s) before differential problems curtailed their activities for the day. Rod Johns (Norris Hawk) completed all runs to win the over 1301 cc class as well as fastest time of day with a best time of 42.12 s. There is now a "Fuel On" sign on the chassis rail to remind the crew of this task (this was forgotten for one run at the Australian Championships). John Boyce

(Kaditcha VW, 44.62) followed from John Moore in his Hijinx Buggy (an off road vehicle powered by a 13B Rotary Turbo) with a best time of 53.23 just ahead of Stephen Walkinshaw (Echo Ford, 53.36) and Darren Robb (Group A Special Suzuki, 57.26). Lindsay Hay won the Formula Ford class with a 48.05 s run. The Formula Vee class went to Steve Riley (Hornet, 49.52) from Michael Peoples (Sceptre, 52.36) and Noel Stanaway (Sceptre, 76.97). A new record was set in the Superkart class as Carlo Chermaz lowered the record to 43.74 (on his 2nd run) and to 42.42 on his third run whilst the smaller engine kart of Barry Kunowski did a 47.57 run. Barry's kart is a Stockman MR2 built in Tamworth and is powered by a 125 cc Honda GP R5 engine, whilst Carlo's PVP kart and 250 cc engine is from Denmark. Carlo said he did not have any smaller gears and could have been quicker if they had been available.

Historic groups went to Barry Smith (Group K, Ford V8 special, 57.82), Ron Woodbridge (Group O, Lotus 23 replica, 50.96) and Vern Hamilton (Group Q, Elfin 623, 43.72) and a new class record). Brad Stratton (Torana GTR XU1, 47.85) won the Group N class and was so close to a new record as Brad's own record is 47.83. Next were Neil Lewis (Cortina, 49.31), Mandy Tighe (Escort, 51.62), John Stratton (Morris Cooper S, 52.83), Tristan Fitzpatrick (Morris Cooper S, 53.69), Glenn Potter (Holden EH, 56.82) and Paul Shergold (Cortina, 58.68 secs). Paul was able to complete only one run as the engine dropped a valve on his second climb.

The Sports Car classes saw Bill Norman win the up to 2000 cc class with his best time of 43.10 in his Gek sports from Chris Jensen (JMW, 45.83 secs) and Geoff Cohen (Farrell L Clubman, 47.15). The larger capacity class went to Andrew Wakeman (Milano 750) in 59.24 just ahead of the Locost Clubman of Nathan Ferdinands who recorded a best time of 59.97. Nathan's clubman uses Mazda RX7 running gear with a twin Turbo Rotary 13B engine, weighs 700 kg with driver and a full tank of fuel.

Des Edwards (Westfield SEi) did win the up to 1600cc Marque Sports car class; however, Paul Masterson (PRB 7 Clubman) had set a leading time on his 2nd run before Des won the day on his last run. Final times were Des (45.70) with Paul (46.35) then John Broadbent (Triumph Spitfire, 51.73), Mike Allen (MG Midget, 52.61), David Statham (Westfield SEi, 54.33), Peter Rayment (MG Midget, 60.92) and Ron Clydesdale (MG Midget, 61.66). John Walker won the 1601 to 2000cc class in his MGA (50.82) from Peter Andrews (MGF, 54.97), Malcolm Spiden (MGBGT, 56.16), Pat Collins (MGBGT, 60.54) and Desley Collins (MGBGT, 66.93). Bruce Horey's 3001cc and over class record of 45.76 s went to Simon Rhodes (Triumph TR7 V8). On his 2nd run Simon recorded a 45.77 and set the new mark of 45.67 on his 3rd run to win the class. Ross Buganey (Datsun 240Z) followed with a 51.71 time from Travis Bryson (Datsun 240Z, 52.11), Roy Davis (Triumph GT6, 52.52), Ian Fettes (BMW Z4, 53.59), Cameron Hurman (Mazda RX 7, 54.38), Michael Lane (Mazda RX7, 56.90), with Charlie Provis (MGB GT V8, 67.22) having his first competitive run.

Michael Collins (Subaru WRX) won the All Wheel Drive class and, like Brad Stratton, was so close to his own class record of 43.91. Michael's best time was 43.92 as he headed David Scott (Subaru WRX STi, 44.14), Darren Holland (Subaru WRX STi, 46.48 secs), Neville Scott (Subaru WRX, 47.15),

Ken Fazakerley (Subaru WRX, 47.79), Jae Collins (Subaru WRX, 48.56), Chris Angel (Subaru Forester, 49.60) and Rodney Blank (Subaru WRX STi, 53.16). Rodney had completed his first run then received a call to return to work and as can be imagined was not happy. Ken Fazakerley returned after a big engine rebuild caused by a piston jumping out of the block at the 2006 Ironman Sprints. Ken said the only part from the old engine was the sump.

The Cowie Family scored a 1-2 finish in their Escort in the Sports Sedan up to 2000 cc class. Alex was quicker with a 46.91 run from Tyson (47.19); however, before this could be achieved they had to change to differential. On Alex's 3rd run the diff broke and locked solid climbing the 3rd hill, "yes it went with a bang" was the quote. Darren Duffield was next with a 47.43 sec run, Darren having a Fred Sayers built gearbox in the Clubman GT after the other died of old age. Ian Michels had his first run at Mt Cotton for a while in his Toyota Corolla and Ian's best time was 52.91. Cameron Freeman won the over 2000cc class with a 45.84 sec run in his Datsun 1200 ahead of David Homer (Suzuki Swift Gti Turbo, 46.35), Scott Mackenzie (Nissan 180 SX Turbo, 52.46), and Roger Bartlett (Escort, 65.68 secs).

The up to 1600cc Improved Production class went to Daniel Gibson (GSR Galant, 49.84) from father John Gibson (GSR Galant, 51.31), Randall Bryson (Suzuki Swift GTi, 52.37) and Russell Bryson (Suzuki Swift GTi, 53.53 secs). Danny Mischok wrapped up the 1601 to 2000cc as well as the series with a best time of 45.50 (his own class record is 45.33). Next was Gary Pitt (Escort, 48.10) who built his car over some 14 years from 1989 to 2003 using a Danny Mischok old engine as well as some other parts. Chris Sloane found his new wider wheel rims and tyres made the Datsun more predictable and had repaired the head gasket problem suffered at the Noosa Historic hill climb. His best time this day was 48.93. Chris was

followed by Ken Krenske (Escort, 51.15), John Curlie (Escort, 54.11), Neil Englund (Escort, 54.84), and Steven Josiah's Gemini (56.30) which had a V8 now replaced by an Isuzu twin cam engine. Ken Graham (Datsun 1600, 47.37) won the over 2000cc class from Scott Trenoweth (Mazda RX7, 49.74) and Garry Boulton (Torana LC, 62.92).

The Road Registered class up to 1600 cc went to Steve Arlidge (Suzuki Swift GTi, 52.31) from the Alfa Romeo Boxer of Randolph Ditttrich (58.61), Alan Roberts (Alfa Romeo 33Ti, 59.12) and Celise Paddle (Honda Civic, 62.72). As he had done throughout the series, Jeff Oldman won the 1601 to 2000 cc class in his Datsun 1600 with a best time of 49.07. Next was Dave Sidery (VW Type 1, 53.70), Mark Dunstan (Escort, 53.80), Nev Newton (Cortina, 55.47), Rod Graydon (Sunbeam Rapier, 56.53) and Murray Gauld (Hillman Minx,

59.45). Craig Hornibrook won the larger capacity class in Barry Hayes' Supercharged Commodore after Craig's Commodore had damaged a bearing, crankshaft and con rod at the November championship meeting. His best time was 48.29 from Barry on 48.66, Noel Preston (SAAB 9.3, 51.71), Peter Phillips (Toyota Starlet GT, 53.09), Ian Maguire (Cortina, 54.13) and Cameron Robinson (Commodore SS, 56.06).

Top 6 Shootout was won by Bill Norman in his 1164 cc Kawasaki engined Gek sports car with a fabulous time of 42.03 s. Had Bill recorded this time at the Australian Hill climb Championships he would have been the quickest sports car, even quicker than the 6 litre Chevy Datsun 260Z of Kevin Mackrell. Such is the attraction of hill climbing. Rod Johns was next (42.38), with Carlo Chemaz (43.49), Vern Hamilton (43.75), Michael Collins (44.68) and Danny Mischok (45.63).



Best sedan
Best sports car
Best racing car

Danny Mischok
Simon Rhodes
Barry Smith

Ford Escort
Triumph TR7
Ford V8 Special

Russell Crew Memorial Trophy for the Best MG - John Walker MG A

Class awards went to:

Formula Libre 1301 and Over
Formula Ford
Sports Cars Up to 2000cc
Marque Sports Up to 1600cc

Alan McConnell
Lindsay Hay
Bill Norman
Des Edwards

Van Diemen RF87
Vector MG95
Gek Sports
Westfield SEI

WINNERS

Series presentations were made at a function on 19th January with the major winners being:

1. **Danny Mischok 92 Ford Escort**
2. **Michael Collins 92 Subaru WRX**
3. **Brad Stratton 91 Holden Torana GTRXU1**

WINNERS

Marque Sports 1601 to 2000cc
 Marque Sports 2001cc & Over
 Sports Sedans Up to 2000cc
 Sports Sedans 2001cc & Over
 Improved Production Up to 1600cc
 Improved Production 1601 to 2000cc
 Improved Production 2001cc & Over
 All Wheel Drive Turbo Charged
 Road Registered Up to 1600cc
 Road Registered 1601 to 2000cc
 Road Registered 2001cc & Over
 Group N
 Group K
 Group O
 Group Q

John Walker
 Simon Rhodes
 Darren Duffield
 Roger Bartlett
 John Gibson
 Danny Mischok
 Ken Graham
 Michael Collins
 Steve Arlidge
 Jeff Oldham
 Craig Hornibrook
 Brad Stratton
 Barry Smith
 Ron Woodbridge
 Vern Hamilton

MGA
 Triumph TR 7
 Mini Clubman GT
 Ford Escort
 Mitsubishi Lancer GSR
 Ford Escort
 Datsun 1600
 Subaru WRX
 Suzuki Swift GTi
 Datsun 1600
 Holden Commodore
 Holden Torana GTR XU 1
 Ford V8 Special
 Lotus 23 Replica
 Elfin 623

Top 6 awards (the Appleby Trophy) were made at the Club presentation of trophies on 2nd February.

1.	Warwick Hutchinson	49 points
2.	Michael Collins	40 points
3.	Rod Johns and Bill Norman	35 points
4.	Alan McConnell	31 points
5.	Robert Hackwood	30 points
6.	Vern Hamilton	20 points



Series and best sedan winner, Danny Mischok, with his trophies and winning car at the presentation of trophies



Outright placewinners, Brad Stratton (3rd), Danny Mischok (1st) and Michael Collins (2nd)



Barry Smith (best racing car) receives his trophy from Many Tighe.



Part of the big happy crowd assembled for the presentations



Mandy gave Ken Graham a bonus with his trophy



Roger Bartlett won the big Sports Sedan class (2001cc and over)



The Russell Crew Memorial Trophy was won (again) by John Walker and was presented to him by Russell's sister, Desley Collins



Darren Duffield , winner Sports Sedans up to 2000cc



Steve Arlidge, winner of Road Registered up to 1600cc



Jeff Oldham won the mid-sized road registered class



Improved production up to 1600cc
winner, John Gibson



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ANNUAL DINNER AND PRESENTATION OF TROPHIES

Club trophies were presented at a function on 2nd February. As well as Club trophies, certificates were presented to Club members who have broken records at the Hillclimb and the Appleby Trophies for Top Six at the Hillclimb were also presented.

As has become a recent custom, winners of the trophies from past decades (i.e. they won the trophy in a year ending with a 7) were invited to come and present the trophy they had earlier won. We thank the following for coming and making the following presentations: Peter Calahane (Concours), Kay Hawley (Ladies), Dean Tighe (Night run driver and navigator), Ted Holliday (Marque Speed), Ann Thomson (Viscount Nuffield Speed and Racing Driver Trophies), Alan McConnell (ME Hunter Motorkhana trophy), Peter Rayment (McConnell Motorkhana for MGs and T series Register trophies) Greg Findlater (Best MG) and Will Charlton (Best All Rounder).

(If you would like to be eligible for one of these trophies for 2008, check out the eligibility rules which are available on the Club website.)

The Winners Of The Club's Annual Trophies Were:

CONCOURS	Cyril Bennett and Debbie Slattery	
LADIES TROPHY	Carly Mattea (unable to be present)	
G C READ TRIALS TROPHY FOR NIGHT RUN DRIVER		Brant Rayment
MRS E A HUNTER TROPHY FOR TOURING ASSEMBLY NAVIGATOR		Selena Rayment
PETER USCINSKI TROPHY FOR MARQUE SPEED	Des Edwards and John Walker	
VISCOUNT NUFFIELD SPEED TROPHY	Des Edwards and John Walker	
RACING DRIVER TROPHY	Jacob Brackenridge (unable to attend)	
	And Andre Borell	
THE MILES E HUNTER TROPHY FOR CENTRE ACHIEVEMENT		Ian Fettes
THE M E HUNTER MOTORKHANA TROPHY		Brant Rayment
MCCONNELL MOTORKHANA TROPHY FOR MGs		Brant Rayment
T SERIES REGISTER TROPHY		Cyril Bennett
BEST PRE-WAR MG Trophy		Dino Mattea
BEST MG TROPHY		Malcolm Spiden
THE HOWARD TROPHY FOR BEST ALL-ROUNDER		Malcolm Spiden

Club members who set new records at the hillclimb in 2007 were presented with certificates. They were Brad Stratton (Club and Open records), Danny Mischok (Club and Open) and Vern Hamilton (Club). Richard Mattea and Bill Norman also broke Open records but were not able to be present for the function.

The Appleby trophies for Top Six at the hillclimb were also presented to Warwick Hutchinson (winner), Alan McConnell (4th) and Vern Hamilton (6th). Michael Collins (2nd), Rod Johns and Bill Norman (3rd) and Robert Hackwood (5th) sent apologies for inability to attend.



Trophy winners with their trophies



Concours and T Type Trophies - The Bennett TF and Debbie with her MG ZR.
Cyril and the TF also took out the best T Type Trophy.



Ladies Trophy - Carly gaining points at an Interclub Challenge motorkhana



Night run driver and navigator, Motorkhana and MG Motorkhana - As no-one can take photographs of night run drivers and navigators 'at play', Selena and Brant are shown as we often see them, working as timekeepers at the hillclimb. Brant also won the two Motorkhana trophies.



Copyright osella photography 2007



Marque Speed and Speed Trophies - Des Edwards, joint winner with John Walker, of both the Marque Speed and Speed trophies. (Photo by Wayne Reed of Osella Photographics)



Racing Driver Trophy - Joint winners Andre Borell and Jacob Brackenridge (Photos by Damien Petrie)



The Miles E Hunter Trophy For Centre Achievement - Winner Ian Fettes represented the Club in many events, took on the task of Club Point Scorer and was a worker at countless working bees



Best Pre-War MG Trophy - Dino Mattea's MGL, pictured here at Speed on Tweed



Best MG and Best Allrounder - Best MG and Best Allrounder were won by Malcolm Spiden and his hardworking MGB GT pictured here competing at an Interclub motorkhana.

BOOKREVIEWS

Hillclimbing & Sprinting

Reviewed by Vern Hamilton

'Hillclimbing and Sprinting', first published in September 2007, aims to be a complete guide for newcomers and existing competitors. The authors wrote it when they 'realised that nothing quite like it had been written for almost 30 years'.

The book is British, so some aspects such as classes are not relevant to us, but we have enough in common with the hillclimbing and sprinting in the UK to make reading this well worthwhile.

This is particularly true for those of us old enough to have had our young minds captured and enthused by British motorsport. Their heroes were ours as well, and venues such as Silverstone, Brands Hatch, Goodwood, Aintree, Castle Combe, Prescott, Shelsley Walsh etc seemed as familiar to us as Lowood, Bathurst, Phillip Island, Caversham, Gnoo Blas, Mt Druitt, Lakeside and so on.

The authors take the reader through nine (9) chapters devoted first to description and history of hillclimbs and sprints and then through to hints on preparation of self and car, steps to take on choice of vehicle and trailer and how to tackle the 'big day'. What you skip over depends on your experience, needs etc.

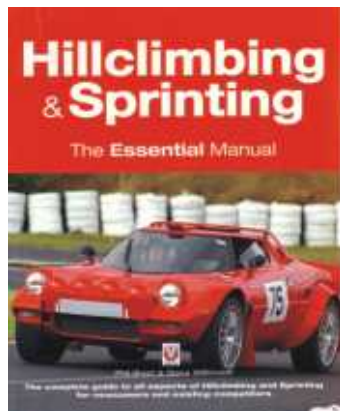
The theme of companionship and camaraderie which prevails amongst the fiercest competition will strike a chord with many.

Chapter 10 consists of six (6) driver and marshal profiles including a father and daughter, a disabled competitor and the champion Martin Groves. This is very good reading for those of us interested in the human side of club motorsport which draws from all walks of life.

Twenty (20) speed venues are then described with maps to help. This is fascinating, because if you are like me, you will be amazed at the wealth of tracks in that tiny overcrowded island.

The appendices on series, clubs, schools etc may well be brushed over. Having said that, the 'Constructors and Suppliers' section may interest some readers.

The text is very well written but in a chatty informal style which makes relaxed reading. The photographs? Close to brilliant. If you don't have time to read this book, at least look at the pictures, especially those in 'Photo Gallery'.



History of the Hill

Reviewed by Adriene Hurst

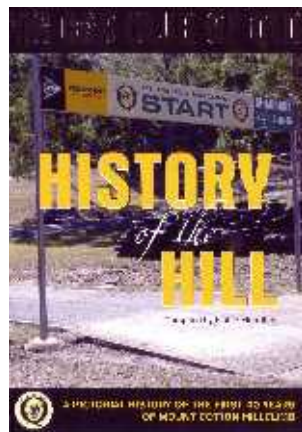
Published in the Australian Classic Car Yearbook 2008 and reproduced with permission.

A History of the Hill: A pictorial History of the first 40 years of Mt Cotton hillclimb.

Compiled by Elaine Hamilton. Rrp \$80 incl CD.

Published by the MGCC of Qld Inc

If ever a car club were devoted to motorsport, the MG Car Club of Qld would have to be a top candidate. This entertaining book chronicles the 40 year history and development of their excellent hillclimb venue at Mt Cotton. As a story best told in pictures, the book is appropriately loaded with exciting photos old and new of competitors and their cars tackling the hill, mainly the work of three club photographers. Race records are a priority, of course, and you will find the winners of all major trophies, the club's FTD and Top Six winners, competitors breaking the magic 40s mark and milestone times achieved all recorded here. The Australian Hillclimb Championships run at Mt Cotton since 1970, and the Tighe Cams series from 2004, are included.



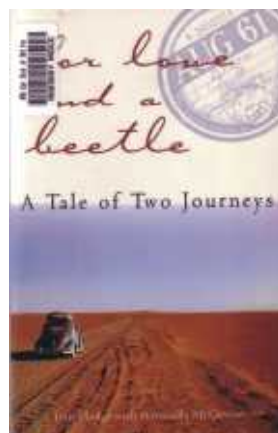
Much of the information here is presented as direct excerpts from the MGCC's 'Octagon' magazine, offering an accurate and often funny glimpse into the past. Everyone who has had contact with this club will recognize many top competitors' names. For us at ACC, member David Miles and the book's compiler Elaine Hamilton have generously shared news and photos of Mt Cotton's events and ongoing improvements over the years. The chapter of 'Personal Perspectives', a collection of reminiscences from many contributors, and the photos of exceptional vehicles are both highlights. This engaging club history invites all enthusiasts to admire and experience the story of a great motor sport venue. A CD accompanies the book, with full results of all hillclimbs from February 1968, the hill's first climb, to 2007.

For Love and a Beetle

by Ivan Hodge & Petronella McGovern Pub in 1999 by New Holland Publishers.

The books in the Club library are shelved in groupings according to their subject matter. One grouping is called 'General' and, as you would expect, there is quite a miscellany in there. At the number 910.4 you will find books about travel and the book reviewed here falls into that category.

It is described on the back cover as 'a tale of two journeys, a loving marriage and an adventurous couple expanding their horizons'. The first journey was taken by Ivan and Beth Hodge when they decided to travel back from England to New Zealand in their new VW Beetle. Thirty-five years later, they decided to relive the trip and, still having the Beetle in their possession, shipped it back to England and set out once again on the overland trip.



The book gives wonderful first-hand accounts of the trials and adventures of both journeys, linking both of the trips into the same narrative so that, at times, the reader needs to be prodded into awareness of which trip is being discussed. The style is colloquial making the book easy and enjoyable reading. There are a number of photographs of their two trips and, where possible, they tried to take a photo on the second trip in the identical spot to one of their first trip. On one occasion, Ivan was photographed even wearing the same sweater. (Reminds me of someone I know who takes great pride in keeping clothing for 30+ years!)

For those of us who made the trip to the UK in the 60s, regardless of how you got there or made your way home again, this book will bring back many memories. Have a look in the General section of the Club library and, in particular, at the books at 910.4 (Adventure and Travel) and you will find other gems there as well.



History of Motorsport in Queensland

Part 1

By Malcolm Spiden

Prior to the formation in 1953 of the Confederation of Australian Motor Sport (CAMS) a national body overseeing and administering motor sport in Australia, the Australian Automobile Association undertook this role through the local motoring body in each state. Until 1936, the Automobile Club of Queensland (ACQ) it was not until 5 March 1921 that King George V approved the use of the Royal prefix) #1 organised motoring and motor sport events in Queensland.

On 14 April 1908 the ACQ Club Council drew up a programme of events that included the first motor gymkhana and this was held at the Brisbane Cricket Grounds on 30 May 1908. The day included judging the best turned out vehicle, a musical chairs competition for ladies, an obstacle race, a potato race, and, to finish the day, a procession from the Gabba to the Valley corner." #2

During the 1914-1918 World War, motor sporting events were a popular method of raising money for the various fighting funds. On 17 April 1915 the club (ACQ) held a hill climbing contest in Cooksley Street Hamilton. #3 Further hill climbs were held, each time at One Tree Hill (Mt Coot Tha) on 27 May 1916 and 14 October 1916. These started at Gordon's farm below the gates to the Reserve and finished near the Summit of the hill, 1.6 miles altogether. By 1918 hill climbs and petrol consumption tests were regular events on the ACQ club's calendar. #4

Post 1918 competition fixtures included interstate reliability trials such as from Brisbane to Sydney, Brisbane to Rockhampton and return, Brisbane to Grafton and Brisbane to Katoomba. Other events included fuel consumption tests, speed judging

competitions, hill climbs and distance judging tests. By 1928 speed events were re-introduced at Main Beach, Southport #4. In 1933 speed events were held along South Pine Road Brendale known as "The Mad Mile" and in 1934 hill climbs at Clear Mountain. #5

Post World War Two road racing commenced at the A2 airfield at Strathpine with the first meeting on 11 August 1946 and the last on 11 October 1958 when the area was developed into housing estates and the Pine Rivers State High School. (The exact location can be found in Roger Marks' book #6).

What has this short history and long introduction to do with the MG Car Club? At noon on Monday 25 October 1954 a 45 minute meeting was held at Howards Ltd 317 Adelaide Street, Brisbane. Howards Ltd was the authorised Nuffield agent for Queensland and the Northern Rivers of New South Wales. The agenda item was the formation of an MG Car Club for Queensland. Those who attended were George Reid, Bill Pitt, John Muller, Graeme Muller, Robert Burnett, John Gill, Philip Hickey, P Rhodes, J Barling, E Wilson, Frank Taylor and Fred Dyke. With Frank Taylor (Chairman), Fred Dyke (Secretary), Graeme Muller (Treasurer), a committee of R Burnett, John Gill, Peter Uscinski and Philip Hickey, formed the initial committee. #7 A further meeting was held on Tuesday 2nd November 1954 at R. G. Groom & Co (T & G Building, Queen Street, Brisbane) when it was resolved to hold a general meeting at Howards Assembly plant Nudgee Road, Hendra on Tuesday 16 November 1954 to put forward the proposal, open a current account at Brisbane Permanent Building & Banking Society; and organize a day run to Toowoomba. #8. This meeting

was advertised and asked "all interested parties are invited to attend. The immediate aim of the club is to cater for social activities, gymkhanas etc and eventually to enter the competitive field." #9 In between these two meetings and the planned Tuesday meeting, the 19th Australian Grand Prix was held at the Southport road circuit on Sunday 7 November 1954.

The Tuesday meeting saw the 7 committee members and some 30 enthusiasts meet and carry the resolution to form the club with those present becoming the foundation members or associate members where applicable. Unanimous approval was given for the day run on Sunday 28 November and a gymkhana was planned for Sunday 12 December. The formation was reported in the Courier Mail under the headline "Now we have an MG club" #10 Likewise the first outing was reported in the local 'Motor Sport in Queensland' magazine which remarked "a good roll up assembled at Kemp Place about the 8 am mark, and it really looked something to see the line-up of 'G's'. Lunch was at Picnic Point Toowoomba where future activities were discussed." #11

Affiliation with both the Parent Club in the U.K. and with CAMS was sought whilst the 'club was to investigate and report on a suitable timing gear for competition purposes'. #12. It was not long before our club was participating in Interclub events. The first was the 'Motor Sport in Queensland First Interclub Gymkhana' held at the Mt Gravatt Showgrounds on Sunday 6 February 1955. Standard tests of the era were to be run, namely: Forward Bending race (for race read test)

Potato race

Forward and Reverse Bending race

Southern Cross

Slip Rail event

Parking Test

Thread the Needle

Find the car event (apparently a very popular event of the era)

Members of our club's team included Fred Dyke (MGTF), John Gill, and Frank Taylor. Results of the eight clubs participating:

Gympie Motor Sporting Car Club 16 points
 Ipswich and West Moreton Auto Club 15 "
 Beaudesert Sporting Car Club 13 "
 Queensland Motor Sporting Club 7 "
 Brisbane Sporting Car Club 7 "
 Toowoomba Auto Club 6 "
 M.G. Club (Queensland Division) 4 "
 Brisbane Light Car Club 1 " #13

A full calendar of events for the first year of existence (1955) was promoted by the club which included navigation exercises, scavenger hunts, gymkhanas, film evenings (remember NO Television as yet), trials, petrol consumption test, socials and dance, Concours D'Elegance, hill climbs, sprints at Strathpine (the first on 26 June), as well as a visit to Nasons Automotive Workshop at 403 Adelaide Street, Brisbane. #14

A second Interclub Gymkhana was held on Monday 13 June (Queens Birthday holiday) at the Caboolture Showgrounds with the same tests as used on 6 February. The M.G. team members were Fred Dyke (MGTC), Bill Weekes (MGTF), Vince Jordan (MGTF), Ken Ebeling (MGTF), Stan Pollard (MGTC) and T Jones (MGTD) #15.

Within ten months of forming in August 1955 the news of "M.G. club to promote road racing" was a heading in the local publication. The report stated an 8 event programme including 3 motor cycle race events was to be staged on Saturday 8 October 1955. "This will be the M.G. club's first venture into the promotion side of road racing; and it is indeed good to see them staging a meeting and thereby really doing something for the competitor". #16. The report of the meeting states a large crowd attended and the "first car event conducted and completed was a Open Scratch race over 5 laps (7 miles) was won by Steve Ames driving the ex- Lex Davison Alfa Romeo Tipo 8C 2900 cc P3". #17. For our first year, the Queensland Centre was awarded the Nuffield

Trophy for the Pacific Area from The M.G. Car Club, Abingdon-on-Thames.

The programme for 1956 was just as hectic as our first year; however this included two open race meetings on 31 May and 6 October. In the summary report to A. Russell Lowry, the General Secretary of The M.G. Car Club, the then Secretary, Frank Taylor, indicated achievements of the Centre included: our centre designed and built our timing gear for our sprint meetings and lent it to and operated it for other clubs; the centre organized and trained a team of

members who acted as timekeepers and lap scorers at ALL major road race meetings; the centre organised and ran two major road race meetings. During the October meeting the first duration race in Queensland was staged (this was over a quarter hour duration and incorporated a Le Mans start). This was won by E.J.(Jim) Bertram in his Triumph TR2 who covered 11 laps within the time. #18.

Thus a short history of the first 2 years of the life of our club. This may also jog a few memories.



Steve Ames driving his Alfa Romeo

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More TF Competition *Part 1*

In February of 1955 I was transferred to Toowoomba and soon joined the Toowoomba Auto Club (TAC) which has always been very active in its promotion of motor sport. During my time in Toowoomba the club was presided over by Stan Mossetter who was later made a life member of the club. Membership of the TAC heralded for me a far greater involvement with motor sport in its many forms. For quite a lengthy period I was a member of the TAC, the MG Car Club, which I had joined some time previously, and the Queensland Motor Sporting Club. The latter two were based in Brisbane and quite often another MG owner, now a friend of many years, and I drove there to attend the club meetings. We took turns at being a passenger in the other person's car. Despite this sharing of the trips my TF reached 31 900 km just one year after purchase.

It was on one such night time return trip from Brisbane that I noticed fast approaching headlights in the rear view mirror. We were approaching the hotel at Plainland as the car swept past going considerably faster. It was the Austin Healey 100S being driven by Steve Ames who had been at the same meeting. Just beyond the curve past the hotel there was in those days a shallow invert in the roadway. As the Healey went through the dip without any slackening of pace

the rear of the car hit the bitumen and a shower of sparks the full width of the car lit up the night.

Not long after my arrival in Toowoomba I assisted with the organisation of some TAC events and was a spectator at a sprint meeting on the Leyburn airstrip. This was probably the event reported on in the March 1955 issue of "Motor Sport in Queensland". A photo showing a Triumph "TR2", driven by J Barron, waiting on the start line includes a much younger looking me among the spectators.

Initially I restricted my competition to gymkhanas and met with some success in club events and was a member of the TAC team for a number of events on the Darling Downs.

What follows is a chronicle of events at which I competed or spectated.

Gymkhana and Barbecue May 8 1955

This event, on May 8, 1955, was held on vacant land near the Waterford Hotel and according to the report in "Motor Sport in Queensland", "was enjoyed by all those present."

The results of the gymkhana events were as follows:

Forward Bending Race

- (1) Fred Dyke (TC)
- (2) G. Muller (Y)

Triangle Race

- (1) Vince Jordan (TF)
- (2) J. Muller (Y)

Southern Cross

- (1) T. Connolly (TC)
- (2) Ken Ebeling (TF)

Parking Test

- (1) Vince Jordan (TF)
- (2) Ken Ebeling (TF)

Donut Race

- (1) Ken Ebeling (TF)
- (2) R. Barrett (TF)



Race Meeting - Leyburn Sunday May 22nd. 1955

I attended this meeting as a spectator. This must have whetted my appetite for speed events as I had a medical examination for a competition license on May 24 and applied for a license, through the Toowoomba Auto Club, the same day. The licence was approved in time for me to have a run at a Strathpine sprint meeting on Saturday, June 25, 1955 using a borrowed crash hat for each of my runs. The next move was a crash hat which I purchased on July 21 in time for the TAC Speed Trials, on July 24, 1955. The hat was to a British Standard Specification with the brand name Corker. Compared to today's efforts it looks a bit old fashioned when I see it sitting on the shelf in the cupboard.

Gymkhana and Barbeque- June 5 1955

This event began as an "MG Car Club" club run of 28 cars from Centenary Park in Brisbane and ended, after the gymkhana, with a barbeque at the Waterford Hotel.

The results of the gymkhana events were as follows:

Potato Race

- (1) Bill Weekes (TF)
- (2) J. Muller (Y)

Forward Bending

- (1) Ken Ebeling (TF)
- (2) Vince Jordan (TF)

Forward and Reverse Bending

- (1) S. Pollard (TC)
- (2) Vince Jordan (TF)

Ladies Bending Race

- (1) Miss D. Herbert (TC)
- (2) Mrs B. Pollard (TC)

Southern Cross

- (1) Fred Dyke (TC) 25.2 Sec.?
- (2) Ted Jones (TD) 34.0 Sec.

The times given for this event for Fred Dyke credits him as being 8.8 seconds faster than Ted Jones (TD) This makes me wonder if Fred's time was misread on the stopwatch.

Parking Test

- (1) S. Pollard (TC)
- (2) Fred Dyke (TC)

Auto Cross

- (1) Fred Dyke (TC) tied with Bill Weekes (TF)
- (2) Ken Ebeling (TF)

It was at one of the Waterford events that Pat Kinneally arrived in a Triumph "TR2". It was soon surrounded by a group of interested people, including myself, casting envious eyes at its many features. Before I left Maryborough, when the new Triumph sports car was still not available in Australia, I had requested some information about them from the local dealer. They had even less information than that I had obtained from English motoring journals. Sometimes it is nice to day-dream.

Gymkhana Caboolture on Monday 13 June, 1955

This event was promoted by the magazine "Motor Sport in Queensland" as Queensland's Second Motor Sporting Gymkhana. The first was I understood held at the Mt. Gravatt Showgrounds which, at that time, would have been an outer suburb of Brisbane. This second event was held at the Caboolture Showground with proceeds going to the Caboolture Q.A.T.B. and RSSILA. It was supported by teams from the Sporting Car Clubs of Brisbane, Beaudesert, Gympie and Nambour and the Queensland Sporting Car Club. The MG Car Club, Brisbane Light Car Club and the Ipswich and West Moreton Auto Club also provided teams.

I was a member of the MG Car Club team which contained most of the competitors who had done well at the club's Waterford gymkhanas which had preceded this event. The full team, all in MGs as befits the name of the club, were Fred Dyke (TC), Bill Weekes (TF), Vince Jordan (TF), Ken Ebeling (TF), S. Pollard (TC) and Ted Jones (TD). I still have a copy of the programme, and some photographs of the event.

One of the photographs shows Vince Jordan in action but the caption shows him as being disqualified for hitting a post in the garaging test. I recall winning a heat of the potato race only to be disqualified. I was so far behind that I grabbed the make believe potato off the ground by the post and

jumped over the back of the car into the driver's seat instead of opening the door, getting back in and then shutting the door as required by the rules. I made a race of it even though I knew disqualification would automatically follow. There is a faint stirring of memory which says a team from Gympie won due to the efforts of Mick Gay in an MG "TF". His name would crop up again in a similar event at Maryborough a year later but this time in a Volkswagen. Other familiar names in motor sport circles at the time driving for the QMSC were Joe Marano, Bill Pickett and Jim Bertram.

Vince Jordan at Caboolture Gymkhana



Sprints Strathpine June 25, 1955

This was my first speed event but I recall very little of it apart from the borrowing of a crash hat for each run. I have no photographs and only a line in a diary which comments that the run was uphill. My fastest run was 111.85 km/h (69.5 mph) which is probably why I make the excuse about the run being uphill.

My first visit to the motor racing circuit at Strathpine, about 20km north of Brisbane, had been as a spectator at the first event held there after the

Second World War. A friend of mine, Gordon Taylor, and I rode our bicycles to the circuit from our respective boarding houses in Kangaroo Point principally because Gordon had an uncle who was to compete in the car events. Motorcycle racing was also on the programme. Gordon's uncle won one event but ran out of petrol in the main race due probably to under estimation of the fuel consumption at racing speed. There was some talk of sabotage but it seemed to be unfounded. The car was a Willys 77 tourer, a car long since forgotten by most people even if they ever saw one. One of the cars racing was

an MG TB and another a dirt track speedway car which pulled out of a race near our vantage point. In its early years the circuit was only straight up and down the single airstrip and around drums and straw bales at either end. A few variations, including racing in the anticlockwise direction, were tried from time to time but the final configuration involved a loop at the township end to add a little more interest by making the circuit a fraction faster.

Much later the circuit became part of a housing development with the major street called Spitfire Avenue. The side streets were named after the types of wartime aeroplanes, which had used the airstrip.



Bill Kent at Leyburn

Speed Trials Leyburn Sunday 24 July, 1955

'Motor Sport in Queensland' in their report said "Some of the worst weather seen in Toowoomba this year dampened the spirits of competitors and spectators at the TAC's Speed Trials held on Sunday."

The fastest time, in the Racing Car Division, for the flying quarter mile was 175.6 km/h (106.4 mph) by Arthur Griffiths in the Javelin Special which was often called the "Yellow Goanna" because of its distinctive colour and low build. Pat White (Cooper JAP) covered the standing quarter mile in 15.61 seconds for the fastest time of the day. In the closed car class Norm Yarrow, Holden, performed best in the flying event 140.2 km/h (87.14 mph) and in the standing with a time of 19.98 seconds.

'Motor Sport in Queensland' reported "Seven records were broken and two new ones established and, with the exception of P. Kinneally's Class "E" records, all were in the closed car division." As I was to do in later years, Pat had entered his Triumph TR2 in the Racing Car Division! It had been his intention to set a new record for Class "E" racing Cars and he easily achieved his goal.

The report in the "Toowoomba Chronicle" credits Pat with breaking only the standing start record with a time of 18.23 seconds. In fact Pat reached 156.1 km/ (97.07 mph) in the flying event which easily eclipsed the record of 109.43 km/h (68 mph) held by F. Reid in a Vauxhall Bugatti which had also held the standing start record at 24.4 seconds.

The Class "E" sports car record was held by Barry Griffiths, in another Triumph TR2, with a speed of 158.1 km/h (98.24 mph.) a speed he did not achieve on this occasion.

The full results for the sports cars were as:

DRIVER	CAR	STANDING START SECONDS	FLYING START MPH	KPH
A. Gourley	MG TC	20.26	81.53	131.21
D. Foster	MG TC	21.69	72.93	117.37
V. Jordan	MG TF	21.47	63.11	101.56
K. Ebeling	MG TF	22.14	78.47	126.28
B. Kent	MG TF	21.61	75.93	122.19
J. Van de Kamp	Sunbeam Alpine	21.03	88.14	141.84
M. Beutel	Triumph TR2	---	95.13	153.09
R. Hamilton	Swallow Doretti	18.62	97.07	156.21
A. Gourley	Austin Healey	19.62	87.88	141.43
B. Griffiths	Triumph TR2	18.59	96.05	154.57

Jack Taylor in the judge's box at Leyburn



Speed trials - Strathpine, August 27, 1955

I have a photographic record of a number of cars at this sprint meeting on the old Strathpine airstrip. My programme, with the results pencilled in, says August 27, 1955 but the caption in my photo album says it was on August 28. Some of the cars appearing in the

photographs are the Lago Talbot, belonging at the time to Ken Richardson, the ex Richardson Ford Special of Steve Ames, a Cooper (engine unrecorded), an MG Special, at least one MG TD and at least a couple each of MG "TF" and "TC". There is also an MG "YA" saloon, an MG "ZA" Magnette saloon, an Austin A30 and one 48/215 Holden. One of the TFs is mine, in its usual slightly grubby condition. My car was generally considered to be one of the dirtiest cars in the MG Car Club. Being black didn't help but as it invariably had been driven down from Toowoomba I used it as an excuse. In the days before construction of the Ipswich Bypass it was a one way trip of 138 km (86 miles).

The MG Car Club ran their "Speed Trials" on a handicap system but the times given below are the actual times taken in the standing start. The speeds have been calculated using the elapsed time for the flying quarter mile.

The full results for the sports cars were as:

DRIVER	CAR		STANDING START SECONDS	FLYING START MPH	KPH
P. Uscinski	MG PA	G	20.80	67.92	109.31
N. Ansell	MG TC	F	19.55	74.2	119.4
S. Pollard	MG TC	F	18.30	76.40	122.95
A. Sterer	MG TC	F	20.55	78.60	126.5
F. Morrison	MG TD	F	19.8	80.57	129.67
R. Barrett	MG TF	F	20.01	84.27	135.62
K. Ebeling	MG TF	F	20.49	73.29	117.95
T. Yule	MG TF	F	20.36	89.55?	144.12?
W. Weekes	MG TF	F	18.38	80.36	129.32

CLOSED CARS

A.E. Ansell	MG YA	F	23.42	67.42	108.49
F.S. Dyke	MG Magnette	F	21.17	75.44	121.41
V.G. Jordan	Austin A30	G	24.10	70.87	114.04

RACING CARS

W. Pitt	Cooper	G	14.90	107.14	172.42
N. Huch	MG Special	F	15.10	101.47	163.29
K. Richardson	Lago Talbot	C	13.67	108.96	175.35
S. Ames	Ford Special	C	15.66	100.33	161.47

Gymkhana - Drayton September 4, 1955

This is the only other gymkhana I have any record of. It was organised by the Toowoomba branch of the Motor Manual Goodwill Club. I came third overall among non club members. Even though I was a member of the M.M.G.C. I had entered as a visitor. One driver managed to overturn his model "T" Ford while mucking about after the event.. The damage was mostly to his pride.

Hillclimb - Prince Henry Drive on September 17, 1955

This event on Saturday, September 17, 1955 was conducted by the Toowoomba Auto Club in conjunction with "The Toowoomba Carnival of Flowers Association" as part of the carnival activities. It was promoted as "The Australian Hill Climb Championships". The entry list of 33 competitors was made up of 16 racing cars and 17 sports cars.

In the Racing Car classes the star performer was expected to be Lex Davison in his Supercharged Cooper-Vincent and the spectators were not disappointed. He won the Championship with a best time of 44.73 seconds. This was 1.78 seconds quicker than the time of the second fastest car the Cooper-JAP entered by Bill Pitt but driven, on this occasion by Charlie Swinburne. Third fastest was the Lago Talbot of Ken Richardson with a creditable time of 47.53 seconds. The times are from my completed copy of the programme but are thought to be correct in most cases. Other racing car drivers to better the 50 second mark were Pat White (Cooper-JAP) 47.88 seconds, John Mc Kinney (MG Special) 48.39 seconds, Stan Mossetter (Riley Special ex Rizzo) 49.38 seconds and N. Huch (MG Special) 49.42 seconds.

The fastest Sports Car was that of Steve Ames with a time of 48.06 seconds. This was 2.64 seconds faster than the time of 50.71 seconds achieved by R Taylor in a Jaguar XK120. The Ames car was in reality the ex Richardson Ford Special fitted with cycle guards for the event. The car was built by Mr Jack Wright and had first raced at Lowood in 1950 and had run third in the 1954 Australian Grand Prix held on the old Southport (Gold Coast) road circuit in the area behind Surfers Paradise. The winner of that event was Lex Davidson in the HWM-Jaguar Special.

Pat Kinneally had entered his Triumph TR2 car in the Racing Car Class "E" section. This was a smart move as he was the only Class "E" entry and thus made fastest time in his class. Had Pat entered in Sports Car Class "E" his time of 54.26 sec would have placed him second to the Swallow Doretti of R. Hamilton on 53.75 sec.



Parade through Toowoomba before AHC 1955



General view of start line



John Gill, MG TF on start line

BEST TIMES FOR SPORTS CAR DRIVERS

DRIVER	SPORTS CARS	CLASS	TIME in seconds
Steve Ames	Ford Special	C	48.06
R. Taylor	Jaguar XK120	C	50.71
Alan Gourley	Austin Healey	D	53.08
R. Hamilton	Doretti	E	53.75
Merv Beutel	Triumph TR2	E	56.28
B. Mossetter	MG TC	F	52.55
Alan Gourley	MG TC	F	53.00
Bill Weekes	MG TF	F	54.41
Alan Wickham	MG TC	F	54.97
John Gill	MG TF	F	58.0
Ken Ebeling	MG TF	F	61.04
M. Kent	MG TF	F	62.45
Peter Uscinski	MG PA	G	60.88
Peter Downing	Riley Imp	G	61.75

In the course of my official duties that night, at the telephone exchange, I was able to get the actual photographic prints of the winner, Lex Davison, and the runner up, Charlie Swinburne, which were used to send "Picturegrams" to the Brisbane "Courier Mail".

This was my first hill climb in competition. Many years earlier I had been a spectator at a hill climb held at Whites Hill close to the Brisbane suburb of Camp Hill. I am quite sure that at the time the possibility of my taking part in such a competition never entered my

mind. I had after all ridden there on my push bike. I took a number of photos at the Whites Hill venue including one of Alf Najar in a borrowed MG TC Special which he drove up the hill some seconds faster than its owner. One of the first MG TDs to compete in Queensland finished up in a ditch and was also photographed.

(Remember that not all chapters can be reproduced in the Octagon; all chapters are being reproduced on the Octagon page of the website.)



Alf Najar in Les Taylor's MG at White's Hill

CHAPTER CHATTER

Wide Bay Chapter

By Ian Bryant

With ten separate Chapter events conducted between Cup Day and Australia Day 2008, and with a further five in February awaiting CAMS endorsement, the Wide Bay Chapter maintained its "holiday coast" reputation whilst also maintaining its 52 (30 years+) listed marque cars (37 MGs). In these days of Conservation seemingly elevated to some form of religious zealotry, it is comforting to know that classic car restorers are really the ultimate re-cyclers!

The first of the Chapter's "Twilight Runs" (TLR) for the hot season was conducted on Sunday 18 November. This event saw 28 members in 15 cars attend an al fresco fish and chips dinner whilst enjoying the passing parade. The following Wednesday, Graham and Chris Scott kindly organised a local area Midweek Run (MWR), ending at Peppers Resort for a Salt morning coffee. Eighteen members in 12 cars attended the run which, in true civic fashion, concluded with an "emu Bob parade" opposite as, keyed up, the more eagle-eyed present combed the Esplanade. No-one mentioned the War!

The following Sunday saw Peter and Vicki Worland conduct another TLR, this time for a bbq at ES&A Park. Some 22 people attended this run in 11 cars; it was lovely to welcome Mavis Lloyd back into the active MG fold, driven by her son Martin in Colin's MG TF. The arrival of the Christmas month was greeted by a further TLR on 2 December to the Urangan pier precinct for a fish and chip supper. Eighteen members in 11 cars were present to enjoy the sea air and the evening breeze there.

The Chapter celebrated Christmas at the Viva Italia restaurant with 42 members attending. The highlight of the evening was the presentation made by Chapter members (and particularly the "Originals") to Bob and Jan Bruce in recognition of their unstinting efforts to assist the Wide Bay Chapter to first stand up, and then to flourish. Recalling that the Chapter was officially blessed by Club President David Miles at its 2005 Australia Day Party in Hervey Bay, with perhaps only two dozen people present, it is a remarkable effort. Bob Emslie was presented with his "A. Volunteer Award" for all his work during the year (particularly as Bob the Bookie), and Peter Gardener the PJB Fuel Pump Award.

The final runs for the year were the TLR conducted on Sunday 9 December to Dayman Park for a bbq dinner, and on the following Sunday for another seafood meal. Twenty-one

members in 12 cars attended both runs. Charlie and Sandy Provis were welcomed on their return to our holiday coast at the former run and George Bezzant in his E Type at the latter.

Christmas came and went. Rellies arrived to bludge a few free days on the sand; Victorians swarmed up to wave money at any property vacant for more than a few hours; and we all needed to get the MGs out again for a good run in company. Our first run for 2008 was a cool weather TLR on Sunday, 13 January, to River Heads and a delightful seafood dinner afterwards at Mr. Seafood. Fifteen cars carrying 29 people attended this run which was enlivened by demonstrations of jury-rigging Liz Kahlers' MGB distributor, Phil Youel's newly restored MGB doing wheel spins, Helen Bryant with her (MG) top UP for once, and John Shield's MGB refusing to do as it was told. His Excellency John Holland graced us with his presence, and the Mayor of Dundowran, Constable McKavanagh, complained bitterly about a clear lack of four cylinder pub-crawls.

Led by Ian Bryant's MG TD, 21 members in 13 cars shot off on yet another TLR on the following Sunday, this time via back roads to the Urangan Pier precinct for a foreshore fry-up. This time Phil Young's Fiat X19 clocked up many points for the PJB Fuel Pump Award while Constable McKavanagh arranged for the local constabulary to carefully examine John Holland's BAC. His Excellency was not amused! George Leceij demonstrated the capabilities of his (for sale) MGB and George Bezzant just managed to maintain low revs in his E-type for once. Finally, 37 people attended the Chapter's fourth birthday on Australia Day at the Bryant's home, "Rawalpindi". Unfortunately, five people had to pull out at the last moment. Over \$50 was raised for Chapter funds by this event - which was officially declared closed at midnight by Peter Boxall whose esky had dried up! February is already shaping up to be a busy month, with the two twilight and two midweek runs shown on the Chapter's Schedule of Planned Events. From March, the cooler weather will allow us to take the longer runs we have programmed through Bundaberg, and all points west and south. Do come and join us!



Bob & Jan Bruce at the Wide Bay Chapter Christmas Party with their presentation plaque from the Chapter's members



Chapter break en route

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CHAPTER CHATTER

Darling Downs Chapter

The year of 2007 closed with a run and a meal which made the most of the beautiful weather and scenery of the Darling Downs. In warm conditions and clearing skies, the run started in Warwick at the usual time and place with eleven cars. After taking a route to avoid roads affected by rain the day before, we arrived in Nobby via Clifton for morning tea. Another three cars met us in Nobby for a leisurely break over tea and coffee in pleasant surroundings opposite the pub where our Chapter was formed just over two years ago. The group, now totalling fourteen cars then moved on to Preston Peak Winery where another eight cars joined the group. In total there were forty members of the Chapter and one grandson (A future member) enjoying the last monthly gathering to celebrate the year's activities and the fellowship that emerged from them. The winery is very scenically positioned on the escarpment overlooking the coastal plain and is a popular Sunday luncheon destination for Toowoomba residents. Nevertheless, thanks to Pam West's organisational skills, we were accommodated quickly and looked after efficiently. At a suitable stage during the lunch, Graham Cope publicly thanked Pam for her work as Coordinator this year and her husband Guy for assisting with making a photographic record of the year's events. The work of the Coordinator is valued and appreciated so Graham's vote of thanks was supported with enthusiastic acclamation. It was announced that next year's Coordinator is Rick Neville and the Warwick Convenor will be Graham Peacock. Hopefully, Ben Cain will be persuaded to carry on as Toowoomba's face of the Chapter as he is very popular with members and well known in the wider community.



The first two monthly runs for 2008 will be early breakfast runs to take advantage of the beautiful early morning temperatures on the Downs and to allow people to avoid the worst of the afternoon heat. The January breakfast run will originate in Toowoomba and will have the Plainlands Hotel in the Lockyer Valley as its destination. If the number of cars that seem always to be parked at this hotel are any guide it should be a memorable breakfast and excellent start to the social gatherings for the year. The second Breakfast run for 2008 will be starting from Leslie Park in Warwick on 24 February.

In Mar the travel planning skills of Trevor Watkins have again been brought into play for an overnight run to Montville. This will hopefully see the rekindling of some friendships with members from the Wide Bay Chapter and Brisbane.

The David Hack day on Sunday May 4 in Toowoomba will again be a high point in the Calendar for the Chapter. The David Hack Classic Meet at the Aerotec Hangar, Toowoomba Airport is renowned for the range and number of vintage cars and trucks, hot rods, military vehicles, classic cars and aircraft that it attracts to its display, as well as the enormous public interest that it generates. It is the perfect venue for showing our love for our cars and the MG marque as well as promoting the MGCCQ. The turn up last year was excellent and a booking has been made to secure a site suitable to accommodate available MG enthusiasts and their vehicles this year.



All Historic Wakefield Park

24th - 25th November 2007

'TC REVIVAL' MEETING

By George Diggles

The appeal of a special Historic meeting featuring pre-war MGs and TCs (and a personal request from Dick Willis as well as free entry!!) was all that new TC 'racer' Lloyd Muller and his 'Grandfather Racing' crew of Peter Donnelly and George Diggles needed to make the 1200+ km trip south to Goulburn. Toowoomba's Warren Sealey and crew chief wife Barbara also heeded the call to join the other 34 odd of like-minded competitors from all points south, including Geoff Norwell, who drove his cycle guarded TC from Melbourne in company with his mate in an immaculate similar car, through all the wet weather, then proceeded to unload all the gear and prepare for competition, in the true spirit of those early racing days, when you raced your everyday sports car on the weekends.

This meeting was the final one conducted by the HRSCA of NSW for 2007, so it also attracted 18 other MG club and HRCC members from Queensland - 8 Racing Cars, 4 Sports Cars and 6 Sedans, contributing to a total of around 267 entries, ensuring massive grids for each event.

The intrepid crew met up with fellow Queenslanders Alan and Jocelyn Telfer (towing the beautiful ex Leo Geoghegan 'black Total Team' formula junior racing car) at Goondiwindi and proceeded south in convoy

through widespread heavy rain which left sheets of water everywhere. This was most welcome for the locals, but not so much for the travellers.

After overnighting at Forbes and enjoying an excellent Thursday evening Chinese meal at the 'Golden Dragon' we had an early start and photo shoot at the aptly named 'Pitt Stop Café' and used the Lachlan Valley Highway to arrive at Wakefield Park at 10.00 am, to join the others under the VIP marquee specially erected for the featured MGs.

The weather was cold and windy with occasional showers, which the locals said was normal, so we prepared for an interesting weekend as the numbers of arrivals grew and the anticipation and excitement rose.

Saturday was cool with a threatening sky so we all had our fingers crossed that it would not rain on the show as we set out on a very informative walk around the track, with the very experienced and knowledgeable Mal. Brewster showing us the correct lines and braking points for this great little track. His lively non-stop talk and sense of humour had us all relaxed and laughing as we tried to come to grips with the more technical aspects of getting around the track correctly. The 2.2 km walk with its gradual elevation had all the heart rates up and the exercise prepared us well for the day.



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Back in the pits it was just non-stop banter and smiles from everyone, and the sight, smell and sound of all those square rigger and special racing early MGs warming up under and around the marquee, had us imagining that we were back in the 1950s at Bathurst or Mt Druitt or Gnoo Blass or some exotic circuit in England.

The old MGs had their own exclusive 'Regularity' events all weekend, and the spectacle of the 30 plus cars strung out along the grid just confirmed the 1950s feeling, all it needed was for all the officials and spectators to dress in the 50's fashions and we would have had our own type of Goodwood Revival Meeting. Maybe that may become a reality in the future if we could gather enough of other 'period' cars to be there at the one time.....food for thought.

The MG events were staged with all the cars in pairs along the grid, with the fastest cars at the front and the following pairs flagged away at 5 second intervals to allow 'safe' space between the pairs. As is becoming usual, the fastest (1m.22sec) was South Australian, John Payne, the ultimate dapper professional gentleman with his very well prepared and fast little special J2 square rigger with the supercharged TB? Engine. I can remember him at Lakeside in the mid 1980s, doing the same thing, the small car disposing of the bigger V8 specials with the good power/weight ratio, handling and skillful driving..nothing's changed..and now he's over 70!. Alongside him was the much younger, but fast driving Peter Gostelow with the beautiful blue, special bodied, supercharged, methanol burning ex Laddie Gordon racing TC, (1m.25sec) who also is an enthusiastic regular.

Next was Syd Reinhardt in the very exquisite little ex South Australian TC special (1m.26s) built by Don Shinnars, also supercharged, which was exhibited in the John Blanden Museum in the Adelaide Hills for many years. Syd has sorted out the few problems he has recently had and has this car showing its undoubted potential. Beside him was Richard Townley in the famous, immaculately turned out green ex-Bill Patterson TC supercharged special (1m26.4s) which is always at these type of events, Richard has been the custodian of this car for many years and always presents it well, in fact he won the trophy for 'The Most Historic MG' for this meeting, well deserved.

And so the grid went on for the full length of the straight, from the starting line south, all the early specials and square rigged MGs paired off in accordance with their individual nominated practice lap time order.

The fastest normally aspirated road going looking TC special was Ian Edgar with his immaculate BRG car sporting 2 / 1.5" SUs & big trumpets (1m.30sec). Lloyd in his stand out yellow TC special (1m.32.6sec) was up near the front, behind Phil Speer with his equally stand out 'short' yellow TC special (1m.30.2s) and John Lackey in the light blue ex Paul Hamilton racer (1m.30.4s), now in road trim, though sporting a pair of distinctive roll bars. The closeness of their nominated lap times made for some interesting close 'Regularity', which, as Vern Hamilton remarked, resulted in the most exciting 'racing' he's seen in years.

Just behind Lloyd came the well known, much campaigned, green 1933 supercharged J type Midget of that flamboyant veteran racer, Alistair Clarke (1m.32.8s), who has been enthusiastically racing that car all over for as long as I can remember, then the Newcastle boys, Brian George in his immaculate blue TC special (1m.33s) and Jeff Redman with the famous ex Dick Cobden / David Mc Kay 'red cigar' special racing TC (1m.34s) restored by Jeff to a beautiful BRG 'square rigger'.

The grid just went on and on, right through to John Anderson's supercharged 1934 PA Midget, (1m.41s), Doug Keith's 1934 NA Magnette, 6 cylinders totalling 1300ccs (1m.48s), then to Tim Shellshear's ex John Crouch 1946 TC (1m.58s). This very car was the first TC to compete in Australia after WW2. John Crouch drove from Sydney, virtually 'out of the showroom', right up to Strathpine Airstrip in Queensland, raced, then drove home again...think about it!!!).

The slowest in practice (2min. 15sec.), was John Murn from NSW in his recently beautifully restored little 4 cylinder 847cc 1933 J2 Midget.

Harry Hickling (of recent Peking to Paris fame in his lovely restored drop head SA, that's an epic story) had his lovely 4 seater 1933 L type there as well in the Regularity, though he did not practice.

Of the notable cars that did NOT make the grid was

Allan Barnes in his late father's famous blue TC special that competed everywhere in those early years, including AGPs. He lost his hydraulic brakes during practice (I remember this car at Lowood in the early 1960s, and more recently at Leyburn and Lowood for the 2001 Sprints and it still looks, goes and sounds beautiful); however, he managed the special lunch time Parade Laps on Sunday using only the hand brake, with his nervous mother as passenger.

The sight of all these similar cars stretched out all around the picturesque circuit was unforgettable, and the closeness of the times had lots of 'wheel to wheel' dicing (but not "racing" ????) The object of Regularity is to achieve the most consistent times, but it certainly looked a lot like racing and was a fantastic display enjoyed by all the competitors and spectators alike.

Some of the fastest 'square rigger' and monoposto MGs also competed in the open Class J,K & L events, and gave good accounts of themselves, especially the immaculate John Payne in the 1932 J2 (supercharged TC engine) who won the Group JK Tom Sulman Trophy, a well deserved reward. In 'open' company in the 3 events ran he came 8th, 5th & 9th. Adrian Brooks in the beautiful ex Bill Pile red TC monoposto came 7th, 7th & 7th & Peter Gostelow in the similar ex Laddie Gordon blue TC came 10th, 18th & 10th in the same races so the early examples of the MG Marque were well represented.

Queenslanders in the other events had a successful weekend, especially Errol Stratford, in his Escort RS1600, who won all 3 of his races very convincingly by about half a lap each time, but expensive gearbox noises were heard when he finished his last event. Errol let it be known to the TC boys that he also had a 'hot rod' TC in his younger days with a Studebaker engine or something like it. His mate Craig Lind in his Escort TC with a 7th, 5th & 2nd also did well.

In the big banger Group N sedans, Kevin Heffernan in his Torana XU-1 came a best of a 5th, with Gary 7th in the 1971 Monaro and Carol Jackson 10th in her XU-1.

The weekend did have its share of bad luck for a few of the early MG competitors however, with the immaculate TC of Jonathan Ritchie of Macksville NSW, driven by John Davis, suffering a collapsed nearside front wheel when coming around the loop during the last T event of the weekend, the car rolled a few times and the sturdy roll bar saved the driver, but the car was looking rather second hand after. The car is repairable and the driver is thanking that roll bar. The lesson here is to check those spokes and do not overstress old wheels, so maybe the expense of a new set of wheels for competition is worth it.

All in all the weekend was a huge success and we hope there will be more to come, so let's get those T types out there and have some track time.





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The MG Car Club of Queensland Inc was formed in November 1954 by a group of owners and enthusiasts of MG motor cars.

The Club has always prospered under the magical influence of the MG name. The Queensland club occupies clubrooms at 8/16 Collinsvale St, Rocklea.

The club's committee organise many types of competitive and social events, including hillclimbs, navigation runs, sprints, race meetings, and motorkhanas which give you a chance to develop your driving skills without harm to either yourself or the car. A large range of perpetual trophies are sought after each year. They cover every type of event that the club engages in, and the winners receive replica trophies which are presented at the club's annual presentation night.



The Mount Cotton Hillclimb, where events are held frequently, is a thrilling bitumen sealed course about 30 kilometres from Brisbane and is owned and organised by the MG Car Club of Queensland Inc. Probably the best part of being a member of the MG Car Club is the friendly and informal atmosphere which prevails. It is not essential to own an MG, owners of all makes of car may join as well as their friends.

The committee and members of the club invite you to join - we know you'll be pleased that you did.

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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